# BEDFORD BRAVA




TOUGH WHEN THE GOING GETS ROUGH

1989 Edition No. 1

Performance, styling, comfort and all-round working capacity; the new Bedford Brava gives fresh meaning to the words 'Pick-up Truck'.

From headlight to tailgate, every aspect of new Brava's design tells you that it's something special.

With its flared wheelarches, smooth front and rear treatments and tough business-like stance, Brava combines off-road style with aerodynamic efficiency. Flush-fitting door handles and rain channels, a bonded windscreen and partially concealed wipers (a first in this class) combine to save fuel and reduce noise levels.

Looks are only part of the package. New Brava is purpose-built to cope with the toughest work load – engineered for long-term reliability and durability.

And when it comes to load carrying, Brava puts the competition firmly in the shade. An enviable payload capacity, easy loading and a list of practical features like lashing hooks, ladder-stoppers and a single-handed centre tailgate release all maintain the Bedford tradition of practical load carrying with a no-nonsense appetite for hard work.

Inside, Brava provides levels of comfort and control not normally associated with vehicles in this class.

To begin with, the cab is both wide and roomy with excellent head, leg and hip room. The comfortable bench seat gives good thigh support and incorporates adjustable head restraints. And much of the interior, from the moulded headlining and across-cab floor covering to seats and doors, is trimmed in hard wearing yet attractive vinyl for easy cleaning.

With two powerful engines and the choice between two- or four-wheel drive, Brava has the power and capability to cope with the toughest conditions both on- and off-road.

Proving that Brava means style and comfort. It also means business.





# BRAVA ... IT'S TOUGH ON ALL GROUNDS



**Right: Brava 4×4 models have the additional floor-mounted drive selector. Just shift the lever to one of the two ratios (high or low) and Brava does the rest, locking the front hubs automatically.**

**To return to two-wheel drive, just reselect with the same lever and reverse your Brava one metre, returning the front hubs to 'freewheel', for added fuel economy.**

Put quite simply, Brava has the longest and widest cargo deck in its class. A long wheelbase and a wide comfortable cab design allow for a deck length of 90.3in. (2.3m.) and a width of 60.2in. (1.53m.), for a total deck area of a mighty 37.7 sq.ft. (3.5 sq.m.)

With a maximum payload of 1200kg (in the petrol engined 4×2 version), Brava is obviously built to carry a heavy load. And with the added choice of four-wheel drive in high or low ratio, Brava gains the ability to carry it anywhere you want to go – High for wet and icy roads and most off-road use, and Low for the absolute maximum in 4×4 traction – bad snow, or serious off-road use in muddy conditions or on a steep gradient.

Loading (and unloading) couldn't be easier. Brava boasts the lowest rear loading height in its class and a two position tailgate with centre-pull release, for one-handed operation. Both tailgate and load area walls are also double-skinned, adding rigidity and at the same time protecting the outer skin from damage with obvious rewards in resale value.

Brava's new petrol and diesel engines are up to the task with power to spare. The punchy 2.3 litre petrol engine runs on 2-star petrol (or unleaded fuel without modification) and with figures of 89PS and 167Nm of torque, puts its main rivals to shame, while the 2.2 diesel unit with its modern Bosch VE fuel injection achieves 120Nm of low end pulling power at 2200rpm. Both units are backed by a smooth 5-speed gearbox.

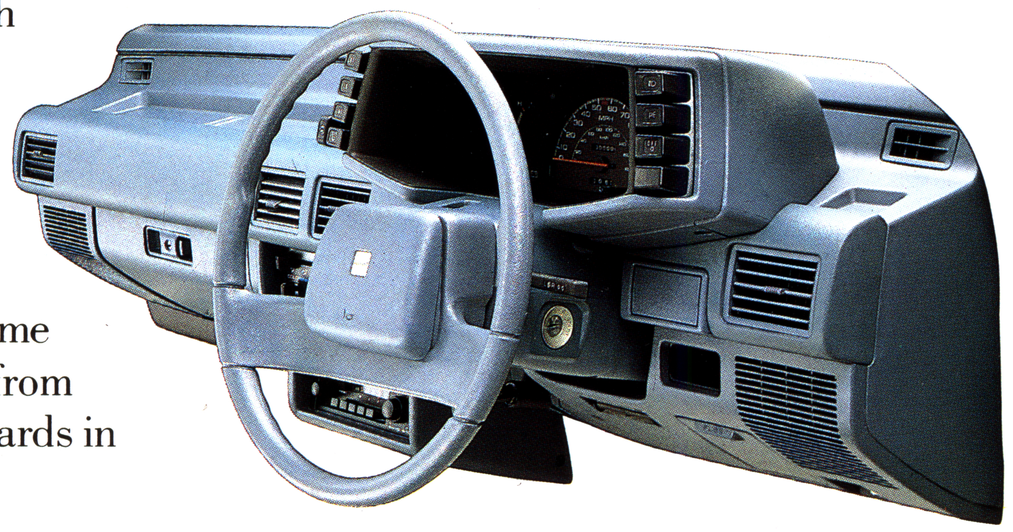
So whatever your load, Brava's got the power to carry on, even when you run out of road.

**Right and below: Built for durability, the new Brava Pick-up trucks are tough enough for the most demanding environments.**



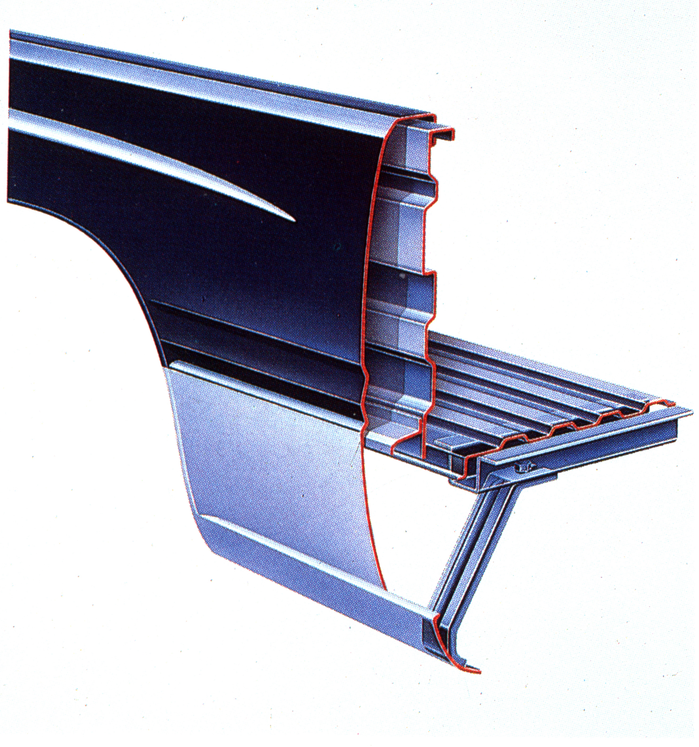


**Below: The level of general in-cab equipment is typically Bedford, with locking glove box, digital clock, AM radio, cigar lighter, steering column lock, all included as standard.**





# MORE PICK-UP TO PICK UP MORE



Far left: Brava's tailgate features a centre-release mechanism for effortless one-handed operation.

Right and left: Double-skinned tailgate and deck area side walls give added load protection while easy loading is assured thanks to Brava's two-position tailgate.



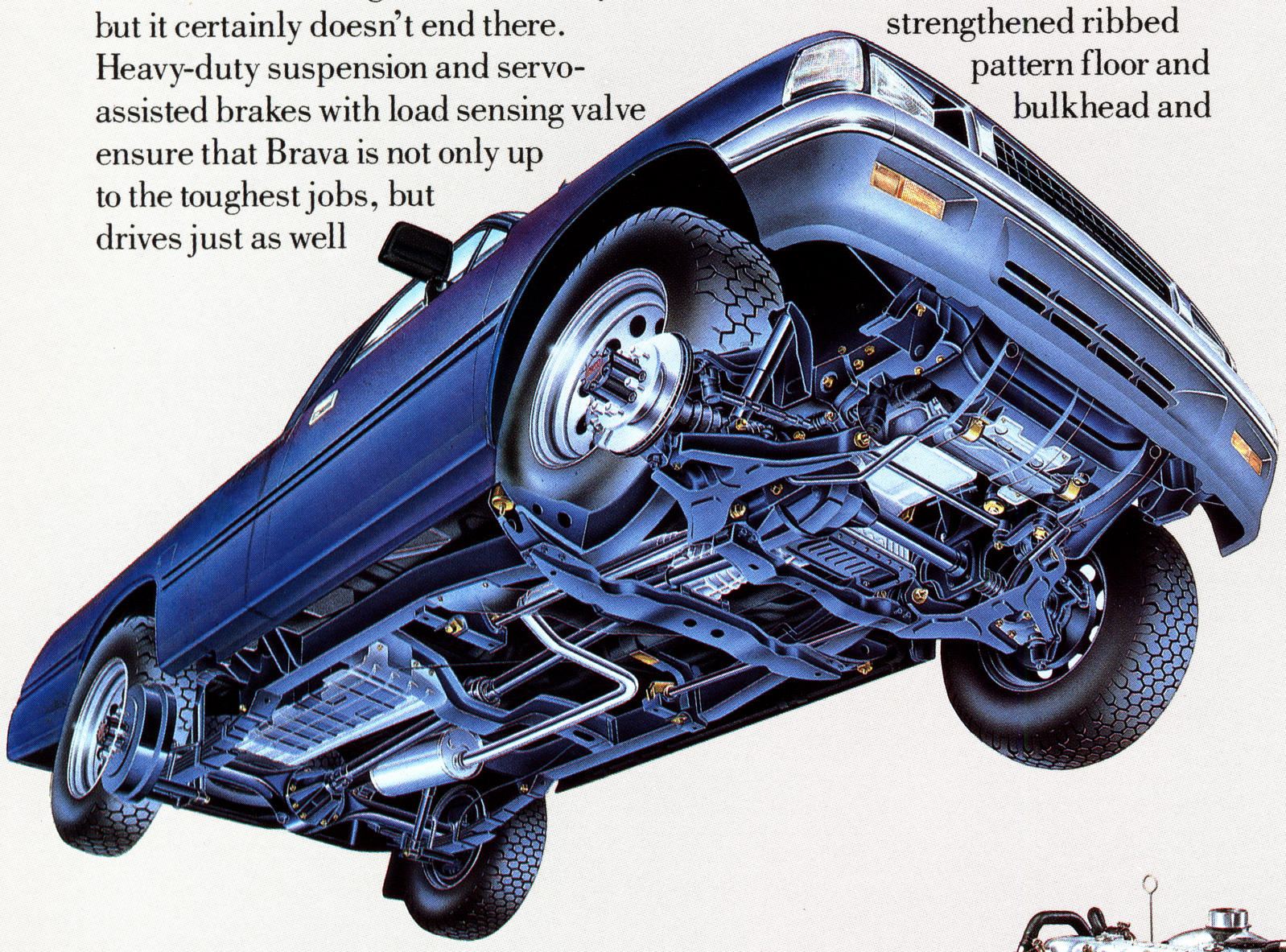
# MORE BACKBONE THAN YOU'LL EVER NEED

A tough box section chassis forms the basis of Brava's long-term durability but it certainly doesn't end there. Heavy-duty suspension and servo-assisted brakes with load sensing valve ensure that Brava is not only up to the toughest jobs, but drives just as well fully loaded as it does empty.

With double-skinned walls, strengthened ribbed pattern floor and bulkhead and rear of cab crash bar protection, Brava's cargo bed is built to take the knocks.

While the comprehensive use of zinc-plated steel in Brava's body construction, backed by extensive use of undersealing and anti-corrosion wax ensure that your new Brava will keep its new vehicle looks far longer than average.

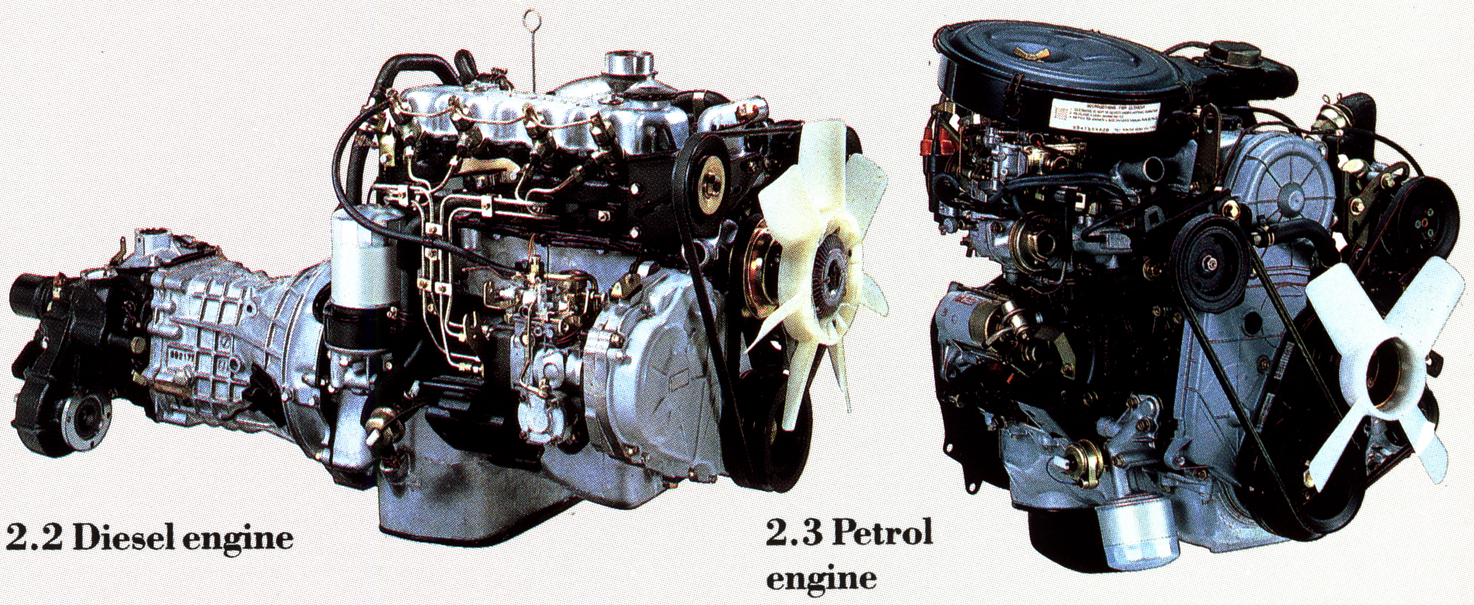
Brava 4×4's radiator, fuel tank and transfer box guards all provide extra protection in tough going. And the torsion bar front suspension features a wide A-shaped lower arm to further protect the constant velocity joints.



# POWER TO PULL YOU THROUGH

Brava's 2.2 litre diesel engine benefits from the low-noise Bosch VE distributor-type injection pump with fuel enrichening and the 'Quick On III' system for quicker engine starting in the cold and improved spark plug durability. Maximum power output is a reliable 53PS, with 120Nm of torque developed at a low 2200rpm for excellent flexibility.

The punchy 2.3 litre petrol engine runs on 2-star fuel or unleaded petrol without modification. And also offers excellent cold starting thanks to the automatic choke. 167Nm of torque gives it a class lead in terms of pulling power.



**2.2 Diesel engine**

**2.3 Petrol engine**

**ENGINES**

| | Maximum Power | Maximum Torque | Fuel System and Ignition | Compression Ratio |
|---|---|---|---|---|
| **2.3 Petrol** 2254cc | 89PS (65.5 kW) @ 4600 rpm | 123.1 lb.ft. (167Nm) @ 2600 rpm | Automatic choke with hot air system. Capable of running on 2-star fuel and unleaded petrol without modification. | 8.0:1 |
| **2.2D Diesel** 2238cc | 53PS (39 kW) @ 4000 rpm | 88.4 lb.ft. (120Nm) @ 2200 rpm | Distributor type Bosch VE injection pump with fuel enrich system. Quick on system integral cold start aid. | 21.0:1 |

**TRANSMISSIONS**

| 2.3 Petrol | Manual | Clutch diameter | Gear ratios 1st | 2nd | 3rd | 4th | 5th | Rev | Final drive ratio |
|---|---|---|---|---|---|---|---|---|---|
| 4x2 | 5-speed | 8.5in (215mm) | 3.79 | 2.17 | 1.41 | 1.00 | 0.86 | 3.75 | 4.55:1 |
| 4x4 | 5-speed | 8.5in (215mm) | 3.79 | 2.17 | 1.41 | 1.00 | 0.86 | 3.72 | 4.55:1 |
| **2.2 Diesel** | | | | | | | | | |
| 4x2 | 5-speed | 8.5in (215mm) | 4.12 | 2.49 | 1.50 | 1.00 | 0.86 | 3.82 | 4.55:1 |
| 4x4 | 5-speed | 8.5in (215mm) | 4.12 | 2.49 | 1.50 | 1.00 | 0.86 | 3.72 | 4.77:1 |

# SPECIFICATIONS

## STEERING
Recirculating ball with variable steering ratio:
**4x2** – 23.0 to 27.0:1 **4x4** – 25.0 to 29.0:1
Turning circle (kerbs):
**4x2** – 38.71ft (11.8m) **4x4** – 40.03ft (12.2m)
Number of turns lock-to-lock:
**4x2** – 5.0 **4x4** – 5.3

## BRAKES
Vacuum servo-assisted, hydraulic system with independent circuits for front and rear brakes.
Load sensing valve.
*Front:* 10.1 in. (257mm) dia. ventilated disc brakes.
*Rear:* 10 in. (254mm) dia. drums.
Parking brake: Umbrella-type lever, operating mechanically on rear wheels.

## ELECTRICS
12 volt negative earth system.
45 amp alternator (petrol).
50 amp alternator (diesel).
60Ah battery (petrol).
80Ah battery (diesel).

## FUEL CAPACITY
16.5 Imp gallons (75 litres).

## WHEELS & TYRES
**4x2:** 5.0J x 14 steel wheels with 185 R 14C radials.
**4x4:** 6.0JJ x 16 steel wheels with 205 R 16 radials.

## SUSPENSION
*Front:* Independent wishbone arms with torsion bar springs. Anti-roll bar. Double-acting telescopic shock absorbers.
*Rear:* Semi-elliptic, alloy-steel leaf springs. Double-acting telescopic shock absorbers.

## TRANSFER BOX
Ratios: High Range 1:1
Low Range 1.87:1

## UNDERGUARD (4x4 only)
Radiator, transfer box and fuel tank fitted with under body protection.

## CHASSIS FRAME
Ladder-type, box section welded, tapered at the front, with kick-up section over the front and rear axle.

## STANDARD FEATURES

| INTERIOR | 4x2 | 4x4 |
|---|---|---|
| Vinyl bench seat with adjustable head restraints | ● | ● |
| Vinyl ¾ door trim with armrests | ● | ● |
| 3-point adjustable inertia reel seat belts | ● | ● |
| AM radio – 2 speakers | ● | ● |
| Digital clock | ● | ● |
| Across-cab vinyl floor covering | ● | ● |
| Moulded headlining | ● | ● |
| Locking hinge-down glove box | ● | ● |
| Utility tray | ● | ● |
| Cab assist handle (nearside) | | ● |
| Floor mounted gearshift | ● | ● |
| Four-wheel-drive selection (floor-mounted) | | ● |
| Cab interior light/courtesy switches | ● | ● |
| Heater/demister with 4-speed fan | ● | ● |
| Side window demist vents | ● | ● |
| Idling control (diesel) | ● | ● |
| Steering column lock | ● | ● |
| Internal bonnet release | ● | ● |
| 2-spoke steering wheel | ● | ● |
| Twin sun visors | ● | ● |
| Cigar lighter | ● | ● |
| Ashtray | ● | ● |

| EXTERIOR | | |
|---|---|---|
| 2-speed windscreen wipers plus intermittent wipe | ● | ● |
| Twin double-jet washers | ● | ● |
| Semi-concealed wiper blades | ● | ● |
| Twin reversing lights | ● | ● |
| Rear fog guard lamps | ● | ● |
| Cab guard rail and retainers | ● | ● |
| External load lashing hooks and bar | ● | ● |
| Double-skinned side walls and tailgate | ● | ● |
| Centre-pull tailgate release | ● | ● |
| Locking fuel filler | ● | ● |
| Automatic free wheeling front hubs | | ● |

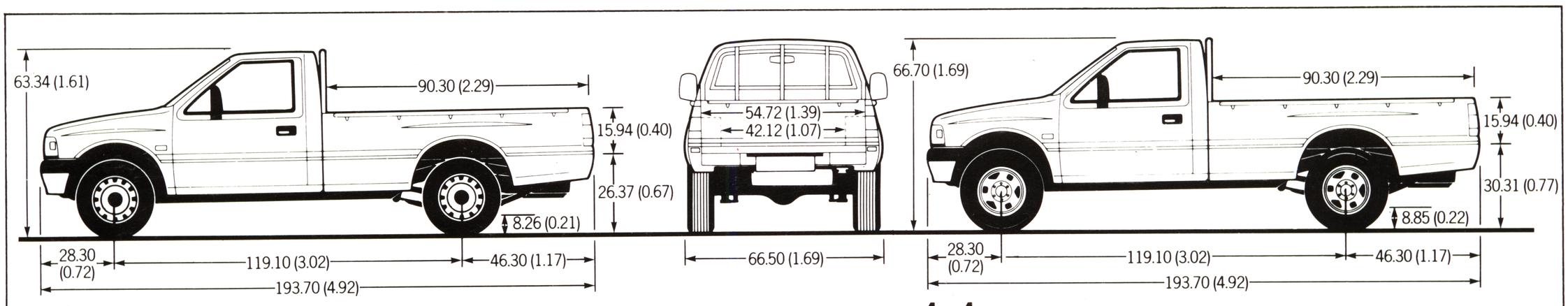
● = Standard Equipment

## BODY
All steel welded construction, integral pick-up body with strengthened ribbed pattern floor; flat topped wheelboxes. Front, ribbed pattern bulkhead and crash bar protection for the back of the cab. Welded double-skinned side panels. Double-skinned tailgate with centre-release handle opens through 90 degrees or can be unlatched to 180 degrees. Lashing hooks fixed to outer body side rails and tailgate. Full-width wrap around 4-piece steel front bumper, with dark grey resin air dam.

## ANTI-CORROSION PROTECTION
Thoroughly protected against corrosion using zinc plating and anti-corrosion wax treatment, with front doors, rear doors, rocker panels and tailgate receiving special wax coating.

## EXTERIOR COLOUR CHOICE
Pure White and Trooper Blue paint with blue vinyl interior trim.
Vivid Red with grey vinyl interior.

# WEIGHTS & DIMENSIONS




**4×2**
DIMENSIONS inches (metres)

**4×4**
Maximum internal load deck width 60.20 (1.53)

| Model | 4 x 2 | | 4 x 4 | |
|---|---|---|---|---|
| **Engine** | **2.3 petrol** | **2.2 diesel** | **2.3 petrol** | **2.2 diesel** |
| **UK Plated weights** | kg | kg | kg | kg |
| Front axle | 905 | 905 | 970 | 970 |
| Rear axle | 1545 | 1545 | 1480 | 1480 |
| GVW | 2450 | 2450 | 2450 | 2450 |
| **Kerbweight:** Front axle | 695 | 770 | 805 | 880 |
| Rear axle | 555 | 555 | 580 | 580 |
| TOTAL | 1250 | 1325 | 1385 | 1460 |
| **Total carrying capacity*** | 1200 | 1125 | 1065 | 990 |
| **Maximum towing weights** | | | | |
| Trailer with brakes | 1200 | 1200 | 1450 | 1450 |
| Trailer without brakes | 750 | 750 | 750 | 750 |

Note: Weights are for vehicles in standard condition, and kerb weights include coolant, oil, full fuel tank and spare wheel. Operators should take care with the weight distribution. Axle loadings shoud not exceed the plated weights. *Includes driver.

# AFTER SALES SERVICE

Choose Bedford and you have made a sound investment in a quality product – backed-up by fine support services.

**Bedford Roadcall:** Bedford's exclusive roadside repair and recovery service is on call all day, every day. In the unlikely event of a breakdown, a Freephone telephone call summons assistance. If the claim is valid, Roadcall pays for roadside repairs and/or recovery up to £200 for each call out.

Membership is free and automatic for every new Bedford van and light commercial registered in the UK and covers a full twelve months.

**Service – nationwide and beyond:** 380 dealers throughout the UK ensure that you can always find Bedford service when you need it. And Bedford service is available on the Continent too.

**Bedford Parts service:** Vehicle operators need a fast, consistent supply of competitively-priced spare parts. General Motors Service Parts Operations-UK recognise this and make over 100,000 separate items available to every Bedford dealer.

**Sureguard:** A mechanical and breakdown protection policy that enables operators to budget for the expense of replacing failed parts.

**Generous warranties:** Bedford warranties are among the most generous in the UK – underlining yet again the confidence that Bedford have in their products.

**For further information** on any Bedford support service, consult your local Bedford dealer.

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Any alterations affecting the description and illustrations in this publication will be notified to Bedford dealers at the earliest opportunity.

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BEDFORD VANS

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